

THE NEW STORE WITH NEW MERCHANDISE

THE PASNIK CO.

158 Main St., Norwich, Conn., Cranston Bldg.

We Specialize in Ladies' and Children's Ready-to-wear Goods

We came to this city, not like cowards, open and above board, with up-to-date merchandise, not afraid to put a price ticket on the merchandise displayed in our windows. The result speaks for itself, for in the short time that we are here we are already known as the Busy Little Store. We sell merchandise in our line for less money, and it does not take the public long to find out where they can stretch their dollar most. We aim to undersell, and we do most of the time. Here and there some merchants get jealous of our new methods and low prices, and TRY to undersell us, but as soon as we find out that any one tries to undersell us we just simply undersell their underselling prices.

Few items here below mentioned will convince you that we undersell.

\$2.50 Ladies' Skirts, serge and mixtures, \$1.97
 \$22.50 Ladies' Coats, plain colors and mixtures, \$12.97
 \$15.00 Ladies' Coats, \$8.97
 \$10.00 Ladies' Coats, staple mixtures, \$5.97
 \$22.50 Ladies' Suits, poplins, serges, \$12.97
 \$3.00 Children's Coats, \$1.97
 \$4.00 Children's Coats, \$2.97
 Lot of Sample Coats, \$4.97 up to \$9.57—all big values.
 Ladies' 50c Corsets, 4 carters, 39c
 All styles of C-B a la Spirette and Warner's Rust Proof Corsets.

JEWETT CITY

Warden McCarthy Presides at Meeting—Firewall Reception and Gift for Pachaug Pastor—Baseball Set to be Paid Publicly.

The regular meeting of the warden and burgesses was held Monday evening. Warden J. H. McCarthy presided.

Burgess Masse gave a report concerning the policeman's boxes, which was accepted. The warden made a report with regard to numbering the houses. The following bills were voted: Hugh McGovern, labor on streets \$24.12; E. P. Burleson, gravel for the streets, \$41.10; Martin Wolf, police, \$7.25; J. C. E. L. plant, for streets, house and library \$158.77.

Fairwell Reception.

A farewell reception was given Rev. and Mrs. F. S. Child of Pachaug on Monday evening at the home of Mr. and Mrs. W. B. Montgomery. Between twenty and fifty parishioners and friends attended, and presented a sum of money to their pastor. Sincere regret that it is felt by everyone who knew the family and the work of the pastor, that he has gone to another field. Mr. and Mrs. Child left Tuesday for Franklin, Mr. Child's new pastorate.

Candidates Baptized.

Raymond Nelson Cathart, son of Mr. and Mrs. Samuel Cathart, was baptized by Rev. Samuel Thatcher, at

50c Ladies' Night Gowns, trimmed with embroidery, 39c
 50c Bungalow Aprons, 39c

The Ladies' Waist stock is the talk of Norwich. We carry a fifty line at prices never heard of in the city. 25 styles, all up-to-date models.

Ladies' Waists 97c, actual value \$1.50
 Crepe de Chine, Tub Silk, Ladies' Children's Sweaters, 47c to \$1.97

Waists, up-to-date models, \$1.79
 Just received 136 samples of Children's Hats, 47c, 97c and \$1.47, worth double the money.

The Methodist church Sunday.

Mrs. Edmund Wood and Miss Clara Wood are visiting in Centerville. Miss Wood has been a deaconess in the work of the Methodist church for sixteen years and is now allowed two months' vacation.

Anniversary Dinner.

Mr. and Mrs. Edmond Jodoin entertained at dinner Sunday evening in honor of their fourth wedding anniversary. Their guests were Mrs. Fred Jodoin, Mrs. Emma Ceymour, Misses Laura and Ida Jodoin, Katherine and Alice Barnett and Lena Griffin of Jewett City, Miss Ida Ponson and Richard Ponton of Providence, John Clair of Brooklyn, N. Y., and Peter Chabot of Thorndike, Mass.

Will Pay Bet Saturday Evening

Apparitions are often deceitful, and circumstances would seem to prove a man crazy. Therefore, Saturday evening, judgment should be suspended as to one of the Aspinook assistant overseer's sanity, when he is observed to propel a peanut down Main street from Fanning Park to the lunch cart. He will simply be paying a bet, one which he was the loser in Tuesday's ball game. Like Polyanthus, he has completed the work of the peanut with his nose.

Personal Mention.

Mr. and Mrs. Andrew Chesebrough were guests of Mrs. Eudora Hall at Newport, B. I.
 Earl S. Hixson, one of the Putnam Trade Shop pupils in the electrical department, has completed the work of a barn belonging to Edmond Jodoin.

INTERESTS OF WESTERLY

Deposition of Chicago Men Featured in Trial of Engineer
 Mansfield Tuesday—Positive All Signals Were Clear on Night of Bradford Wreck—Other Testimony as to Foggy Night and Slippery Rails—Conversation of A. W. Davis With Engineer Ruled Out.

Thursday, the fifteenth day of the trial of Charles H. Mansfield, on two charges of manslaughter in connection with the railroad wreck at Bradford.

Dennis Flavin, of Bridgeport, a former towerman at Attleboro in the employ of the New Haven road, resumed his testimony and stated that the gravity boxes in the Wood River tower faced to the front, the same as in the tower at Attleboro. Objection was raised by Attorney Phillips to this form of question, and he argued that witness did not know of the construction of gravity boxes, as he had previously testified, but the court permitted Mr. Fitzgerald to continue his question. The witness testified he was able to identify the gravity box at Attleboro and secure an unlock. Objection was raised by Mr. Phillips and the answer was ordered stricken out.

By Mr. Phillips' witness said he was discharged for leaving the tower, and not for intoxication. He said he had no desire to injure the New Haven road, but proposed to tell the truth. He was discharged by Train Despatcher W. D. Miller, he said.

Frank H. Field was sworn and testified that he was a locomotive engineer and resided in Boston and was now in the passenger service of the New Haven road and ran the 602 and 623 trains, the 623 from Providence to Westerly. He had been an engineer for 17 years. He made the trip from Providence on the evening of the wreck at Bradford, this being the train that preceded the New London local, 633.

When he arrived at the Bradford distant signal it was dark and between the signal and the station it was quite foggy. After passing the distant signal he could not see the first home.

The rails were slippery and he used sand. He noted the signal slipper in coming out of Providence and especially at stops along the line. He picked up the distant signal at Bradford a reasonable distance away, but not as far away as on ordinary occasions and under better atmospheric conditions. After passing the Bradford distant signal, the condition to the station was worse than anywhere else along the line.

On cross-examination by Mr. Phillips, witness said he could not state definitely just where he was when he first saw the distant signal, but he saw it in ample time to pick it up. There was some fog at Kingston when he was there at Bradford. He saw the first home about midway between the distant signal. It is not common to use sand in making a stop, but only when the rails are slippery. It was not essential to use sand during a rain storm. He did not entirely depend upon sand for making stops, but reduced speed as well as use sand when the rails were slippery. He did not run by any of the stations on that night.

By Mr. Fitzgerald—All the stops he made that night were the regular station stops and he was prepared for them, and applied the sand before he made the brakes. He was not always sure the sand would work as the pipes might be clogged by reason of moisture. He had known that to be a fact. Ordinarily in normal weather conditions, the first home signal can be seen from the distant signal.

Mr. Field continuing testified that it is not the custom to slow down until the distant signal is reached and that the signal is clear, a train can proceed at regulated speed. He ran into fog banks and did not get the signal

through the fog, but would run into fog banks and out again along the route. He had operated a locomotive on other routes between Providence and Westerly. Mr. Fitzgerald asked witness if he had ever observed false signals. Mr. Phillips objected unless it can be shown that all conditions were the same as at Bradford. The objection was sustained.

Mr. Fitzgerald then asked Mr. Field if he had passed wrong signals at Fox and live street towers, Attleboro, and the witness said he did. It was his duty to observe signals and to report false signals. He could tell when signals gave wrong indications, semi-automatic distant signal should return to normal when a train passes, and the towerman returns the signal to continue when manually controlled, as the former is electrically controlled.

Mr. Fitzgerald asked if he had seen wrong indication of signals at Attleboro. Mr. Phillips objected unless it is shown first that conditions there were the same as at Bradford and Wood River. Mr. Fitzgerald recalled in the testimony of Mr. Morrison that the lock and block system at Attleboro controlled distant signal prevailed at Attleboro and it was the same as at Bradford. The objection was sustained and exception noted.

Alfred M. Davis, of Winthrop, Mass., a salesman, with New England territory, upon being questioned by Attorney Dunn, testified he was a passenger on the Gilt Edge on the night of the wreck at Bradford. He had just entered the smoker from the dining car, when the train slowed down, and then he was thrown down and rendered unconscious and he understood for ten or fifteen minutes. When he awoke from the car he noted the weather was damp and foggy. He saw the engine being backed from the wreck, and he saw the engineer get out of the engine. He pointed out Mr. Mansfield as the engineer. Three or four people were talking with the engineer, but he did not know any of them, and could not tell whether he could recognize them, as his attention was fixed on the engineer and the fireman. The witness was asked if he had a talk with Engineer Mansfield, but Attorney Phillips objected, unless it could be shown that witness was present when a previous witness for the state, had related the conversation that occurred.

Witness testified that he was not summoned as a witness in this case and he saw Mr. Mansfield in Westerly a week ago last Friday and learned through the press that the case was on trial. The engineer did not say in response to a question that he did not see the signals, nor did the engineer say it was clearer, weatherwise, before the wreck than after. The conversation in which the engineer made those statements was immediately after the engine backed the train out of the wreck, and just after the engineer alighted from the engine. The conversation that he overheard in relation to the signals was—Here the witness was interrupted by an objection of Mr. Phillips, and the objection was sustained.

Mr. Davis, cross-examined by Mr. Phillips, said the wreck was continually in his mind as was the conversation he heard on the night of the wreck and had spoken of it many times. The conversation was general and there were three or four people there and he was one of them. Questions were put to the engineer and answered. Witness was in normal condition after the wreck and he knew his memory was not at fault, and he remembered distinctly the conversation. Mr. Phillips' inquiry was to show

that Mr. Davis' condition was such that his memory might be affected. Mr. Davis upon further questioning by Mr. Dunn stated that he wanted to tell the whole truth. Mr. Dunn asked how the conversation was impressed upon his mind. Mr. Phillips objected and the objection was sustained, the court ruling that the witness would not be permitted to state the conversation, or had heard, with Mr. Mansfield, unless it could be established that it was in connection with the conversation heard by Mr. Cato. The time was fixed as the time when the engineer came from the locomotive after the wreck. The court sustained the objection and exception was noted.

Michael J. Deady was the first witness called at the afternoon session. He testified that he was a druggist, and resided in Westerly. On the night of the wreck he went to Bradford in an automobile, between 8 and 9 o'clock. It was moist all the way and quite foggy and the conditions prevailed at Bradford. With him were Martin H. Spellman, Leo Higgins, and Rev. E. Burr, Rev. Frank Rector, and Rev. S. R. McCurdy. Mr. Phillips objected to this line of testimony as it did not determine whether fog prevailed at Bradford just before the wreck, and his testimony would show the general weather conditions of that night. It was quite misty before leaving Westerly, and on the way to the road, but the fog was very thick at intervals, so much so that it was difficult for the operator to keep the automobile in the road.

By Mr. Phillips—Mr. Deady said the automobile was going quite fast, and that the machine went on the road a little near the Woody Hill road. He arrived at Bradford before nine o'clock. He did not notice the condition of the signals to see whether they were obscured by the weather conditions. It was so foggy he could not see the turn in the road at Woody Hill. C. Leo Higgins, druggist, the next witness testified in substance the same as did Mr. Deady, as to the weather conditions. The weather was hazy and foggy and at Bradford there seemed to be fog banks. There were lights on the automobile which was owned and operated by Martin H. Spellman. The automobile was not run fast by reason of the weather conditions, and did not think the machine traveled over twenty miles an hour.

The deposition of Lora E. Beeman was read by Mr. Pryor, the court stenographer. Mr. Beeman is a resident of Chicago and his parents reside in Providence. He was a passenger on the Gilt Edge on the night of the wreck. He stood on the rear platform of the rear car from Providence to Westerly. At Kingston he passed a train on the siding, and when the Merchants went by the train pulled out onto the main line behind him. He said he had traveled on trains all over the United States and between Providence and New York perhaps a dozen times a year. He noticed the signals on the night of the wreck after passing Kingston, as was his custom. On the night of the wreck he saw the local pull onto the main, at Kingston, with the signal set at clear, and all signals were at clear to Westerly and he did not see one of them go back to danger. He learned of the wreck after he had reached New York, and all came vividly to his mind.

Witness looked for a brakeman to tell him that the signals were wrong. He told his father what he saw that night, and through his father he became a witness and came to court voluntarily. He never saw Mr. Mansfield until he saw him in court and there was no relationship between them. After witness saw the local come onto the main line, with signal clear, he became worried and wondered what would happen if the Merchants limited came to a stop before another signal was reached. The night was hazy and foggy in spots, but not enough to obstruct his vision, nor was there smoke sufficient to interfere with his views.

He said he was not familiar with the location of the signals, but he did know when signals are at clear or

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If you are a Maxwell owner your car will always be in running order because our dealer—any Maxwell dealer—can give you real immediate service. If he couldn't, he wouldn't be a Maxwell dealer.

Not more than one or two automobile builders in the country can give you service that compares with Maxwell Service.

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Roadster \$550; Touring Car \$595; Cabriolet \$665; Town Car \$915; Sedan \$925. Fully equipped, including electric starter and lights. All prices f.o.b. Detroit.

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danger, and every signal between Kingston and Westerly was at clear that night. He knew that trains follow trains on the road, but he was worried, that as a matter of speculation, as to what might happen if the train he was on should stop, and the local with a clear way should bump into it. Mr. Beeman said he wrote to President Elliott in regard to these signals, perhaps two or three weeks later and received a prompt reply. He did not have the letter with him that he received from President Elliott, nor the copy of the letter he sent President Elliott, but he would have them when he returned to Chicago and could see his stenographer.

Ernest Skelton, of Norwood, a telegraph operator in the tower at Hillsboro, a towerman, testified that there are six control levers, three east and three west, and the levers are mechanically locked. By placing the levers at neutral the signals will be at danger, and he told of the regular working of the signals. Home and starter must be at proceed to get the distant signal at clear. The cables at Hillsboro had failed to operate.

Attorney Phillips objected to examination into the tower at Hillsboro and the signal system is not the same as at Bradford. Mr. Fitzgerald claimed that the working of the levers were the same in regard to the mechanical lock. It has been claimed that certain things cannot be done at these towers and he wanted to show that these things can be done. The mechanical lock at Bradford and Hillsboro are identical. It has been claimed that the distant signal cannot be worked without handling the other levers in predetermined order, and he proposes to show that it can be done.

Mr. Fitzgerald said the mechanical lock is at Bradford as well as the one at Hillsboro, and he worked independently and he wished to show the working of the mechanical lock. If all electric locks were normal at Bradford, it is claimed that the distant signal cannot be operated only in conjunction with the other signals, but Mr. Fitzgerald argued otherwise. Phillips was insisting that a manually controlled tower like that at Hillsboro should not figure in this case, when court adjourned at 10:30 to Wednesday morning.

At a meeting of ministers in Providence in connection with the Rhode Island Baptist State convention, the State Conference of Baptist Ministers was organized and these officers were elected: Rev. C. E. Newbury, president; Rev. A. S. Woodworth, vice president; Rev. W. L. Gallup, secretary and treasurer; Rev. M. E. Bachter, Rev. William Hunter, executive officers; Rev. T. C. Gleason, Rev. D. B. Lathrop, Rev. H. E. Hatchman, membership committee; Rev. E. Burr, Rev. Frank Rector and Rev. S. R. McCurdy, programme committee; Rev. Joseph L. Peacock, of Westerly and Rev. Frank Rector were appointed a committee on resolutions on the death of Rev. Brown E. Smith.

While this meeting was in session there was a state conference of ministers' wives, and other women interested. After devotional service, subject An Hour of Practical Methods was considered under the sub-heads: To Interest Young Girls in Missionary Work.

CROSS, FEVERISH CHILD SBILIOUS OR CONSTIPATED

LOOK MOTHER! IF TONGUE IS COATED GIVE "CALIFORNIA SYRUP OF FIGS."

Every mother realizes, after giving her children "California Syrup of Figs," that it is the best laxative, because they love its pleasant taste and it thoroughly cleanses the tender little stomach, liver and bowels without griping.

When cross, irritable, feverish or breath is bad, stomach sour, look at the tongue, mother. If coated, give a teaspoonful of this harmless "fruit laxative," and in a few hours all the foul, constipated waste, sour bile and undigested food passes out of the bowels, and you have a well, playful child again. When its little system is full of cold, throat sore, has stomach-ache, diarrhoea, indigestion, colic, remember, a good "inside cleansing" should always be the first treatment given. Millions of mothers keep "California Syrup of Figs" handy; they know a teaspoonful today saves a sick child tomorrow. Ask your druggist for a 60-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages and grown-ups printed on the bottle. Beware of counterfeiters sold here, so do not fool. Get the genuine, made by "California Fig Syrup Company."

Sions, Suggestions for Prayer Meeting and Children in Church. Mrs. Clarence M. Gallup presided.

At the one hundred and twenty-first anniversary of the Rhode Island Baptist Educational society, officers were elected as follows: Rev. H. W. Waijen, president; Rev. Frank Rector, vice-president; Olys A. Jilson, treasurer; Rev. C. E. Burr, secretary. The committees are composed of Rev. Joseph L. Peacock, Rev. Henry M. King, Rev. Edward Holyoke, Rev. Clarence M. Gallup, Rev. Frank L. Wilkins, Rev. T. E. Bartlett and Professor Albert Knight Potter.

By the back door route, breaking out a pane of glass and shoving back the bolt, the Greek-American store, in West Broad street, was entered in the early hours of Tuesday and about \$40 taken from the cash register. A gold watch was among some minor articles that were stolen. The person who committed the theft is familiar with the premises and the police conditions at Pawtucket, where there is but one patrolman on night duty. Deputy Sheriff Casey has been interested in the case.

Local Laconics.

There was a special meeting of the Westerly Central Labor union. It was hinted that there is trouble brewing.

B. Court Bentley has proclaimed his early hours of Tuesday and about \$40 taken from the cash register. A gold watch was among some minor articles that were stolen. The person who committed the theft is familiar with the premises and the police conditions at Pawtucket, where there is but one patrolman on night duty. Deputy Sheriff Casey has been interested in the case.

Epworth League Meets—Charity Chapter Plans Winter Work—William Brooks Bitten by a Dog.

The regular monthly business meeting of the Epworth League was held in the vestry Tuesday evening. After routine business a social was enjoyed. At the regular meeting of Charity chapter, Order of Eastern Star, held in Masonic temple, plans were discussed for the fall and winter work. A social time was enjoyed in the banquet hall and refreshments were served.

The meeting of the Woman's Christian Temperance union was held in their rooms on Bank square by the president, Mrs. C. E. Newbury presiding.

Mr. and Mrs. Arthur Perry and daughter, Miss Edith Perry, have returned to New York after spending the summer at Willow Point.

Bitten by Dog.

William Brooks was severely bitten by a dog while in Paquonno on Saturday. He was taken to a doctor who gave it the needed treatment and ban-

East Berlin—It seems to be a difficult proposition to find anyone in town who wants the postmaster's job. The examinations are to be held the latter part of the month. Unless someone will qualify for the position, this office of the town will be put in rural delivery class.

Used It Eleven Years.

There is one remedy that for many years has given relief from coughs, colds, croup, whooping cough, etc. It is probably the best known family cough medicine in the world and because it contains no opiates is strongly recommended for children as well as adults. Mrs. Chas. Riet, Allen Mills, Pa., writes, "I have used Foley's Horey and Tar for eleven years and I would not be without it." It promptly relieves hoarseness, tickling throat, bronchitis, coughs, inflamed and congested membranes and permits refreshing sleep. The Lee & Osgood Co.

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The Norwich Fur Co. are now located at their new store at 45-47 Main Street, next to Shea & Burke's Furniture Store. We are open for business now with a new line of Furs, Coats, Skins, and all kinds of Trimmings for Fall and Winter.

All Remodeling and Repairing at reasonable prices.

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18 years in Norwich M. BRUCKNER, Proprietor

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Remington UMC Autoloading Shot Gun—Five shots, simply press the trigger for each shot, solid breech, hammerless, safe.

Remington UMC Pump Gun (Slide Action)—Six shots without reloading, bottom ejection, hammerless, safe.

Remington UMC Steel Lined Shot Shell—"Arrow" and "Nitro Club"—in sportsman's vernacular, the "Speed Shells" everywhere.

Get the details—go to the dealer who displays the Red Ball Mark of Remington UMC, the Sign of Sportsman's Headquarters in every town.

Sold by your home dealer and 341 other leading merchants in Connecticut.

Clear and off your gun with REM UMC, the combination of Superior Service, Lubricant and Best Protection.

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"IRON GATES OF THE DANUBE" — GEN. MACKENSEN.

Where Austria-Hungary, Roumania and Servia meet on the Danube is one of the important strategic points in the present warfare, the river there passing through the famous "gates" which barred navigation until a channel was opened in 1896. The Danube, which is second only to the Volga among European rivers, makes two sharp turns there, changing its course from northeast to southwest. The "Iron gates" are controlled by the Roumanians. On the Hungarian side is the town of Orsova; on the Roumanian side is Turnu-Severin. "At Orsova (on the Danube near the Hungarian-Roumanian frontier) we repulsed three enemy attacks," says a Roumanian report. Mackensen, the famous German general, is fighting for the control of the Danube, which means virtually the decision of the fate of a large part of the Balkan peninsula. It is for this purpose that the German drive was undertaken through the Dobruja province of Roumania, the Bukarest-Constantinople railroad being the immediate objective. To relieve the pressure the Roumanians crossed the Danube into Bulgaria.